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Wolf calls on CIA to solve traffic problems upon expansion

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The proposed \$100 million expansion of Central Intelligence Agency presents "an opportunity to find a workable way to deal with the potential added traffic burden," Congressman Frank Wolf says in a letter sent to the agency after a public meeting on June 28.

In his letter to Harry Fitzwater, deputy director for administration at CIA, Mr. Wolf said that the "George Washington Memorial Parkway, in my view, must therefore be fully considered, with appropriate environmental concerns, to bear a greater percentage of the traffic . . ."

The congressman also referred to other "current and potential traffic problems" that are "of the highest priority to the people in the neighborhoods around the CIA." He said, "we must work together to make necessary improvements on Routes 193 and 123 to alleviate safety problems on those roads critical to the neighborhoods surrounding the CIA." Route 193 is Georgetown Pike, and Route 123 is Dolley Madison Boulevard.

Mr. Wolf also he is "pleased by the CIA's willingness to meet with representatives of the community on an ongoing basis along with representatives of the National Capital Planning Commission, Virginia Department of Highways and Transportation, and the National Park Service."

Mr. Fitzwater told citizens at the meeting that the agency is building the proposed seven-story structure in order to bring to headquarters about 3000 employees who now work in office buildings "all over" the Metropolitan Area. He estimated that there would be

about 1000 more automobiles.

The citizens also were told at the meeting by Larry Myers, chief of the building planning office at CIA, that the agency has intentions, eventually, of building a records center and providing for communications antennas on 32 acres that is still in private hands.

This is the Scattergood-Thorne tract at 6200 Georgetown Pike. The property was acquired by Margaret Scattergood and the late Florence Thorne, about 20 acres in 1933 and about 10 acres in 1935. In both transactions, says Miss Scattergood, the price was "extraordinarily cheap." Miss Thorne and Miss Scattergood were both employed as research directors by the American Federation of Labor when they decided they needed to get away from "crowds of people" and "noisy children."

The legislation providing for constructing the \$46 million building on 219 acres of the Bureau of Public Roads property was signed by President Eisenhower on August 4, 1955, and he laid the cornerstone in 1959. The first employees began moving in on September 20, 1961. The legislation providing for acquisition of certain private property, however, included, as Miss Scattergood recalls, "a law allowing us two ladies to stay here until the last of us died."

When the property passes to the General Services Administration, Mr. Myers of CIA told the citizens, the agency will present plans for development. The communication antennas, he said, would be "within the trees to prevent off-site visibility."